Long-Term Improvements

7.0

7.1 Introduction

Long-term improvements are defined as those improvements that can be implemented between ten and twenty years of the final date of this report. These improvements typically require a major expenditure of funds to accomplish and are contingent on successfully acquiring the proper environmental permits including completing Environmental Assessments or Environmental Impact Statements.

Figure 7.1: Long-Term Improvements

Proj. No.	Title	Description	Benefits	Estimated Cost (2005)
13	East Capitol Street Scenario EC-4 or EC-5	Either a diamond interchange (EC-4) or a single point urban interchange (EC-5) is built to replace the existing interchange, providing for vehicular, pedestrian and bicycle movement on, off and across Kenilworth Avenue.	• Urban Design • Pedestrian Connectivity • Open Space and Waterfront Connections • Safety	EC-4 $89,500,000 EC-5 $94,000,000
14	Benning Road Scenario BR-5	This scenario rebuilds the existing Benning Road bridge into two structures, one for east- and one for westbound traffic, allowing pedestrian and bicycle traffic to move over Kenilworth Avenue in a safer manner and improving traffic operations on and off Kenilworth Avenue.	• Urban Design • Pedestrian Connectivity • Public Transit Access • Open Space and Waterfront Connections • Safety	$52,750,000
15	Extend Olive Street to Ord or Nash Street	Depress Kenilworth Avenue to allow construction of a new connector at either Ord Street or Nash Street that will accommodate vehicles, pedestrians and bicyclist.	• Urban Design • Pedestrian Connectivity • Public Transit Access • Open Space and Waterfront Connections • Visual Quality • Safety	$72,500,000
16	Park Road	A new Park Road unifies the many parks and recreational areas along the Anacostia River, linking major destinations and neighborhoods from Eastern Avenue with points south.	• Urban Design • Pedestrian Connectivity • Open Space and Waterfront Connections • Visual Quality	$10,000,000
17	Massachusetts Avenue Park Road Bridge	This project provides a new connection for pedestrians, bicyclist, and possibly vehicles using the new Park Road across the Anacostia River.	• Urban Design • Pedestrian Connectivity • Open Space and Waterfront Connections • Visual Quality	$15,000,000

Table 7.1: Summary of Long-Term Improvements

7.2 Improvement Projects

Project No. 13: East Capitol Street Scenario EC-4 or EC-5

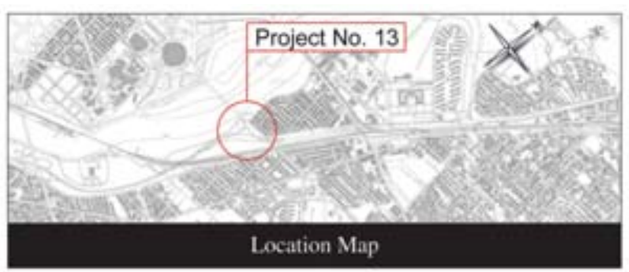
Categories of Improvement

- *Urban Design*
- *Pedestrian Connectivity*
- *Open Space and Waterfront Connections*
- *Safety*

DESCRIPTION

These two scenarios are very similar, one a diamond interchange (EC-4) and one a single point urban interchange or SPUI (EC-5). Both scenarios provide for full movements at this interchange and provide for pedestrian and bicycle traffic across Kenilwort Avenue on sidewalks and dedicated bicycle ways added through the underpass. In this regard, Scenario EC-4 is better for pedestrians and bicyclist than Scenario EC-5 as the crossings are more square (at 90°) with the intersecting ramps from Kenilworth Avenue, introducing a shorter and friendlier crossing experience.

These scenarios require complete reconstruction of the existing interchange. Kenilworth Avenue is realigned and approximately 15 acres of additional open space and parkland



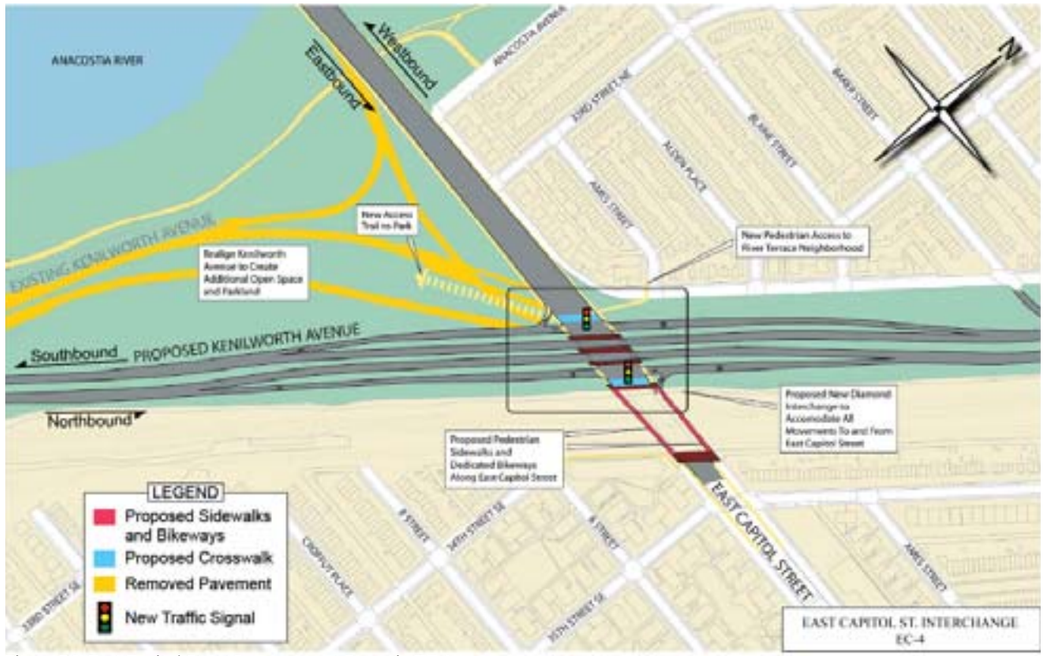


Figure 7.2: East Capitol Street Improvement Scenario EC-4

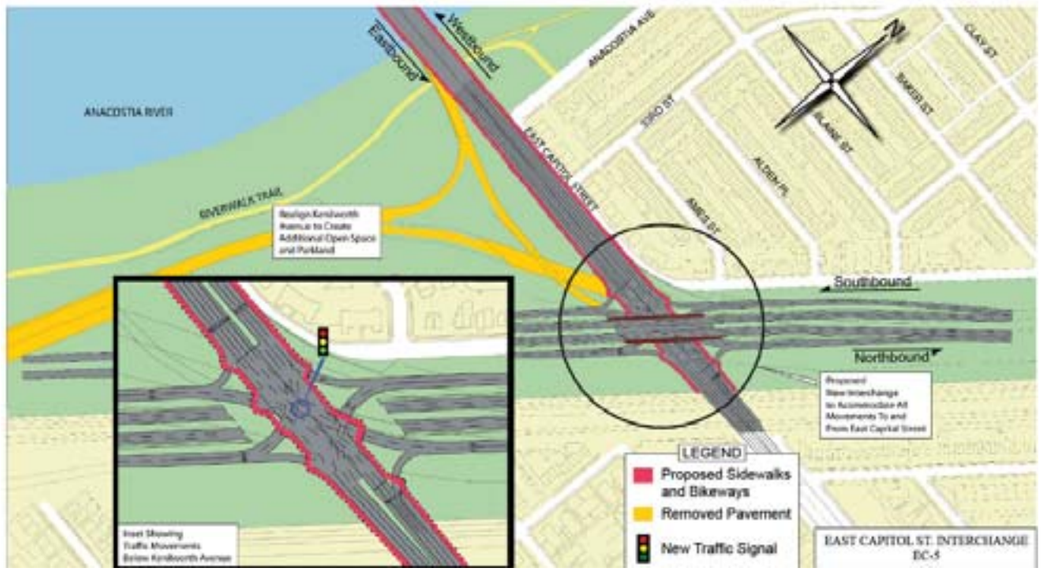


Figure 7.3: East Capitol Street Improvement Scenario EC-5

to the west of Kenilworth Avenue along the Anacostia River is recaptured for public use.

Categories of Improvement
- *Urban Design*
- *Pedestrian Connectivity*
- *Public Transit Access*
- *Open Space and Waterfront Connections*
- *Safety*

DESCRIPTION

This scenario focuses on improving safety for both traffic and pedestrians and bicyclist. In this scenario, the existing Benning Road bridge is rebuilt into two, split structures, one for eastbound and one for westbound traffic. The exit ramps to Kenilworth Avenue are moved to the interior, between the split bridges, while the through traffic, currently on the inside, is moved to the outside onto the split bridges. This allows pedestrian and bicycle traffic to move over Kenilworth Avenue between 34th Street and Minnesota Avenue on new sidewalks and an uninterrupted path with no need to cross exit ramps to Kenilworth Avenue as exists today.

Safety improvements, to the at-grade intersection of Benning Road and northbound Kenilworth Avenue, are similar to those described in Scenario BR-1; however, the exit ramp from northbound Kenilworth Avenue is from the right lane rather than the left lane. This requires depressing the northbound lanes of Kenilworth Avenue in order to make the connection. A traffic signal at the top of the ramp with Benning Road controls movement at the new intersection.

This scenario requires that the rebuilding of the existing Benning Road bridge, depressing the northbound lanes of Kenilworth Avenue, and reconstruction of the at-grade intersection with Kenilworth Avenue.

This concept does not add any new movements to the existing interchange; however, it

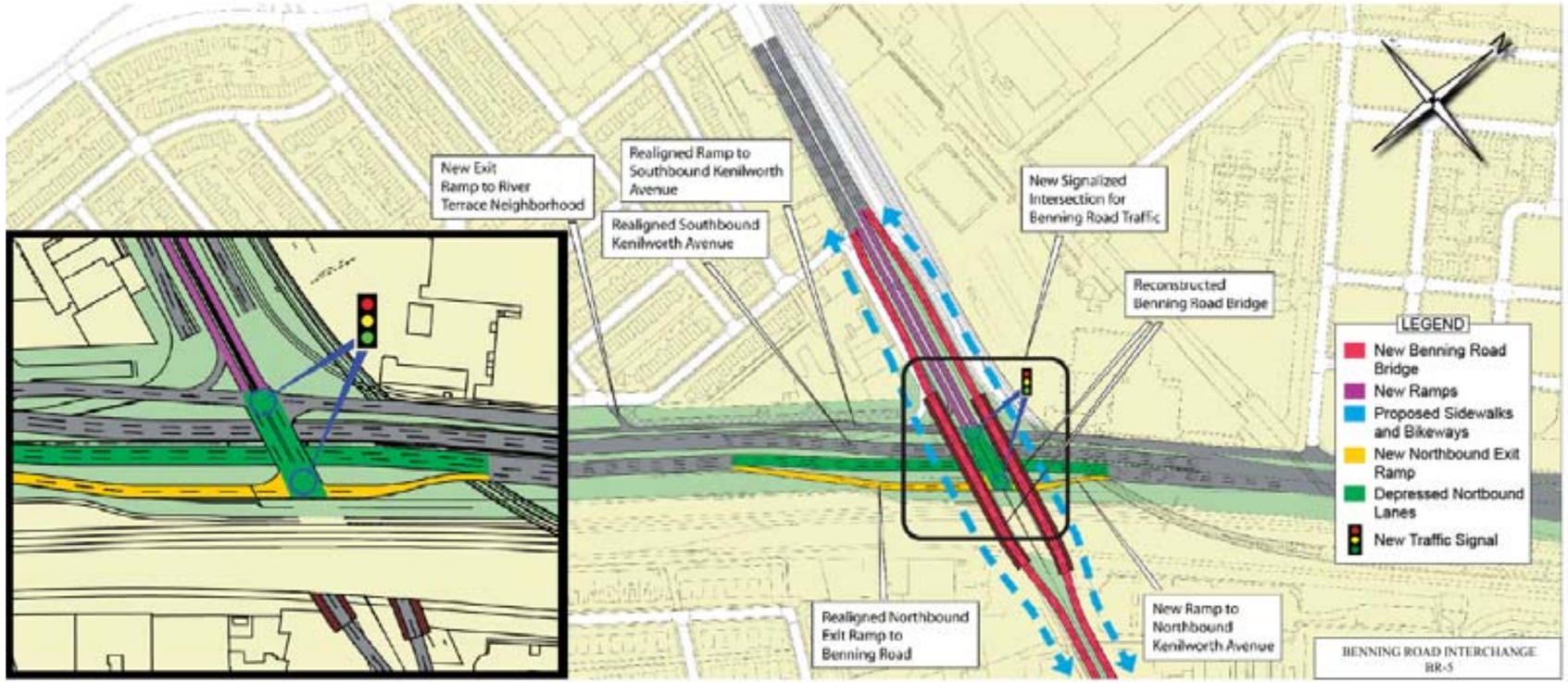


Figure 7.4: Benning Road Improvement Scenario BR-5

Project No. 15: Extend Olive Street to Nash or Ord Street

makes major improvements to vehicle safety and to pedestrian and bicycle access to and across the Benning Road bridge.

Categories of Improvement

- *Urban Design*
- *Pedestrian Connectivity*
- *Public Transit Access*
- *Open Space and Waterfront Connections*
- *Visual Quality*
- *Safety*

DESCRIPTION

Depress Kenilworth Avenue between Meade Street and Douglas Street to allow construction of a new connector at either Ord or Nash Street for vehicles, pedestrians and bicyclist.

Access across the corridor in proximity of the Deanwood neighborhood is difficult and not a straight-forward path for all modes of travel. Depressing Kenilworth Avenue and constructing a new crossing establishes a logical connection between the residential neighborhoods to the west and the transit station and potential development to the east.

In addition to strengthening the pedestrian connection between the Deanwood Metrorail Station and the Kenilworth and Eastland Gardens neighborhoods, it makes an important connection to the recreational areas along the Anacostia River waterfront as well.

In conjunction with the construction of the Ord/Nash Street Plaza, extend Olive Street to the new crossing to allow redevelopment of the area around the Deanwood Metrorail Station. This will encourage improved land use along Kenilworth Avenue and improve the visual quality of the corridor.

In addition, this would provide an opportunity to daylight the existing stream between

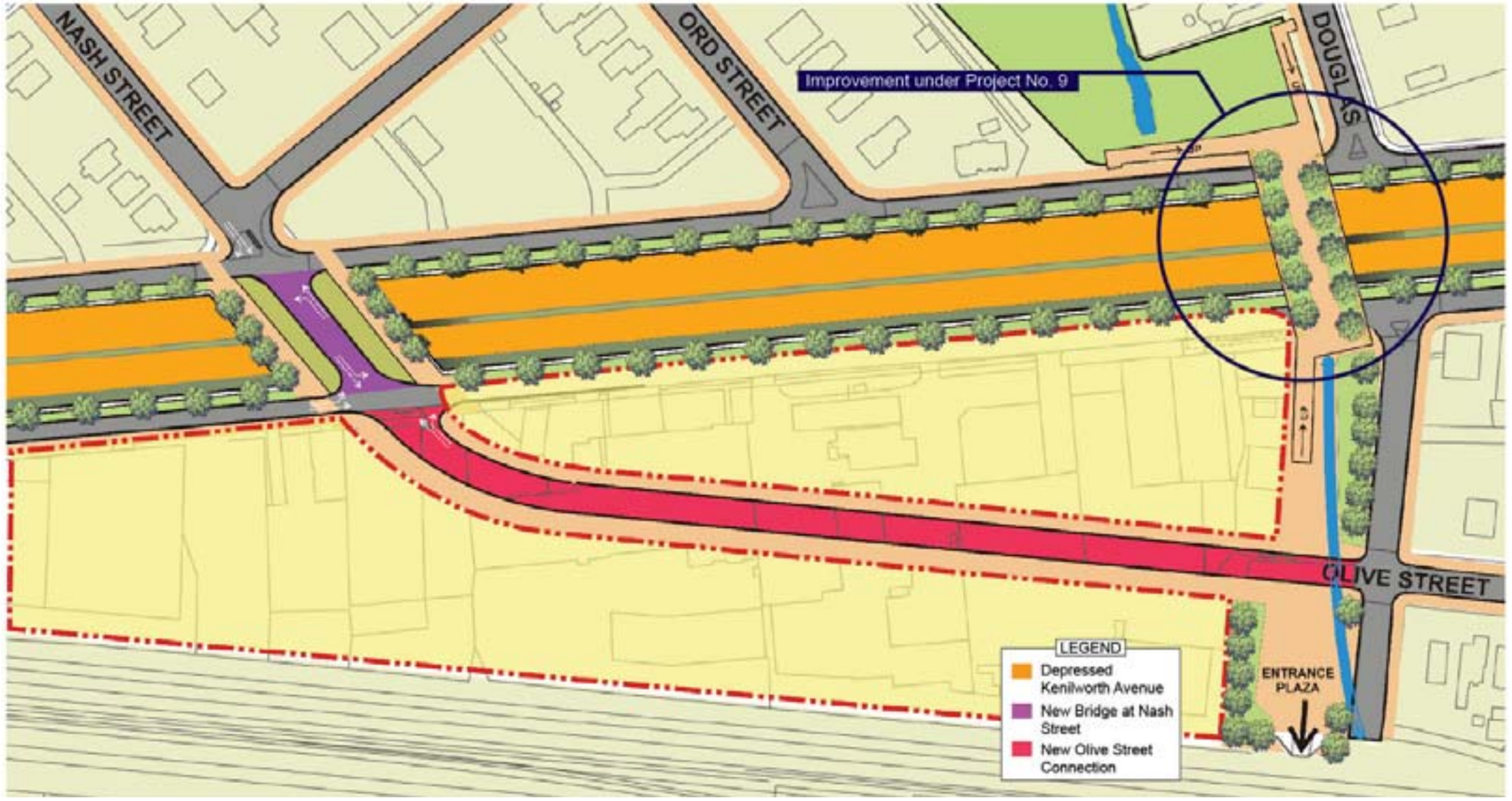


Figure 7.5: Potential connection between Nash Street and Olive Street if Kenilworth Avenue is depressed

Figure 7.6: New Connector at either Nash Street or Ord Street

Project No. 16: Park Road

the railroad tracks and Kenilworth Avenue strengthening the open space connection across the corridor.

Categories of Improvement
- *Urban Design*
- *Pedestrian Connectivity*
- *Open Space and Waterfront Connections*
- *Visual Quality*

DESCRIPTION

A new Park Road would unify the many parks and recreational areas along the Anacostia River, linking major destinations and neighborhoods from Eastern Avenue with points south. This would be a park-type road, not a commuter road, intended to enhance access to parkland and the river front. Within the context of the Kenilworth Avenue Corridor Study, three areas were studied to address linkages and missing connections.

Benning Road to Barney Circle Connection
A Park Road connection at Benning Road on the west bank of the Anacostia River would follow the river to the Reservation 13 circle and continues to Barney Circle. This new connection would provide access to the west bank park for pedestrians and vehicles; and provides a continuation of the road through the park.

Park Road Connection (at Massachusetts Avenue)
The new Park Road could make a connection across the river to join the segment from Benning Road and Barney Circle on the west bank with the parkland on the east bank. The new connection, the proposed Massachusetts Avenue Park Road bridge, would connect the proposed and existing Park Road system but would not connect to local streets. It would serve as a connection for pedestrians, bicyclists, vehicles and for National Park Service maintenance vehicles.

Pedestrian-Bicycle Connection (Anacostia Avenue to Eastern Avenue Connection)
A new connection between the terminus of existing Anacostia Avenue and Eastern Avenue could provide a new access point to the park for pedestrians and bicyclists. This new connection would complete the Eastern Avenue intersection and creates the opportunity to define a gateway to the city.

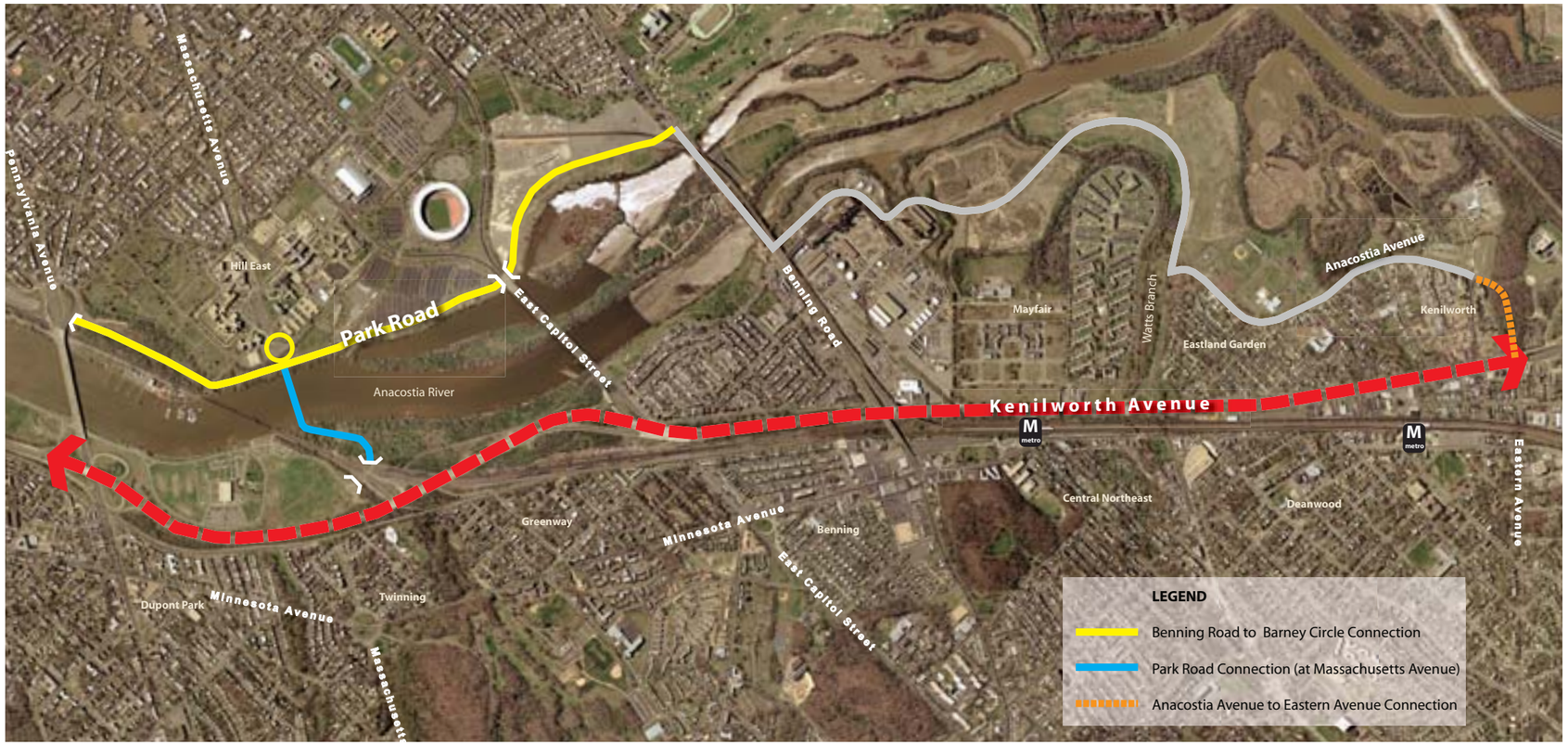


Figure 7.7: Park Road

Project No. 17: Massachusetts Avenue Park Road Bridge

National Park Service Coordination
Any of these options will only be possible with support and approval of the National Park Service which has jurisdiction over the land required to make the access improvements.

Categories of Improvement
- *Urban Design*
- *Pedestrian Connectivity*
- *Open Space and Waterfront Connections*
- *Visual Quality*

DESCRIPTION

This project provides a new connection for pedestrians, bicyclist, and possibly vehicles using the new Park Road across the Anacostia River. It is on the same alignment as Massachusetts Avenue and connects the two riverbanks and parkland on either side of the Anacostia River.

It enhances open space connectivity and provides a connection between parts of the park for National Park Service maintenance vehicles.

The proposed Massachusetts Avenue Park Road bridge connects only to the proposed and existing Park Road system and not to local streets, thus preventing regional traffic from using the bridge as a shortcut.

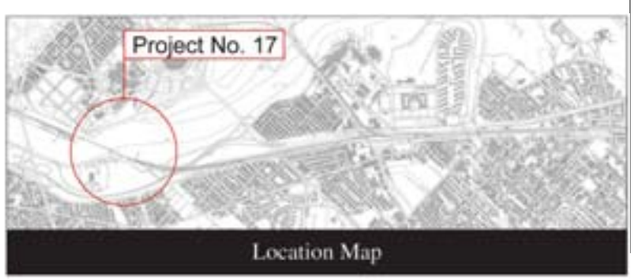


Figure 7.8: Massachusetts Avenue Connection